

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-I-A-202.

Name: Quilton Lonaconing Rd over Savage River

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended X

Eligibility Not Recommended

Criteria: A B C D Considerations: A B C D E F G None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number G-1-A-202

SHA Bridge No. G-111 Name: Avilton Lonaconing Road over Savage River

Location:

Street/Road Name and Number: Avilton Lonaconing Road

City/Town: Avilton Vicinity X

County: Garrett

Ownership: State X County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district
 locally designated other
Name of District

Bridge Type:

 Timber Bridge
 Beam Bridge Truss-Covered Trestle
 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon

 Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete
 X Concrete Arch Concrete Slab Concrete Beam Rigid Frame

 Other Type Name

Describe Setting:

Bridge G-111 carries Avilton Lonaconing Road over the Savage River in Garrett County. Avilton Lonaconing Road runs north-south over the northern flowing Savage River. The bridge is surrounded by sparse residential development and forest.

Describe Superstructure and Substructure:

Bridge G-111 is a single span filled concrete arch bridge. The length of the bridge is 72 feet 10 inches with a clear span measuring 50 feet at the springline. The spandrel walls are approximately 25 feet wide. A 5 by 4-inch ledge runs the entire length of the bridge. There is a clear roadway width of 14 feet 2 inches, with an overall width of 16 feet 6 inches. According to a 1995 inspection report the concrete arch has slight vertical cracking on each side with light damp efflorescence. However on the southern spandrel wall at the apex of the arch there is a crack which extends from the center of the arch into the southern parapet. The bridge is in critical condition, with a sufficiency rating of 58.5.

Bridge G-111 has its original parapets. The parapets are approximately 60 feet long and 3 feet high on both the eastern and western sides of the bridge. The parapet is a single section with no expansion joints. Each parapet has 8 symmetrical incised panels. Each panel is approximately 4 feet long by 22 inches wide and are approximately 10 inches apart. At either end of each parapet is a solid endblock. It does not appear that these 6-foot by 3-foot blocks were incised. The parapets have shifted up to 4 inches. The southern parapet at the center of the bridge has a large crack.

Discuss Major Alterations:

At an unknown date the county maintenance crews used tiebolts on the upstream and downstream sides of the eastern spandrel wall. The spandrel wall was shifting and the tiebolts assist in the prevention of shifting.

History:

When Built: 1909

Why Built: Expansion of infrastructure in Garrett County

Who Built: Luten Bridge Company, York, Pa.

Who Designed: Luten Bridge Company, York Pa.

Why Altered: Prevention of shifting in the spandrel wall.

Was this bridge built as part of an organized bridge building campaign? No, this bridge was not built as part of an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ **A Events** ☐ **Person**

☒ **C Engineering/Architectural**

This bridge was determined eligible by the Interagency Review Committee in February 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

Yes, as Garrett County expanded, it needed to improve its infrastructure. Founded in 1871, Garrett County relied heavily on the railroad and the National Pike as its transportation corridors even as early the first decade of the twentieth century. As the county expanded in population and made inroads into mineral exploration the county infrastructure needed improvement. The Garrett County Commissioners contracted the job to the Luten Bridge Company of York, PA, which was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH; Chatsworth, GA; and Syracuse, NY. Daniel Luten

specialized in the reinforced concrete bridges. His designs dominated the market and were copied (under patent protection) and used throughout the eastern United States.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge has a marble plaque that dates the bridge to 1909. The plaque also lists the builder as the Luten Bridge Company of York, PA. This was the parent company of Daniel Luten, one of the nation's pioneers in concrete bridge building. This bridge's construction date is identical to the year that his company was founded. Bridge G-111 appears to be among the Luten Company's first bridges constructed.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Although the bridge appears to be experiencing some shifting within the arch, it still retains the integrity of its character defining elements.

Should this bridge be given further study before significance analysis is made and why?

Yes, its is important to know how many of Luten's earliest structures are remaining throughout the region. There are very few that can be documented with a construction marker.

Bibliography:

County inspection/bridge files X SHA inspection/bridge files
Other (list):

Surveyor:

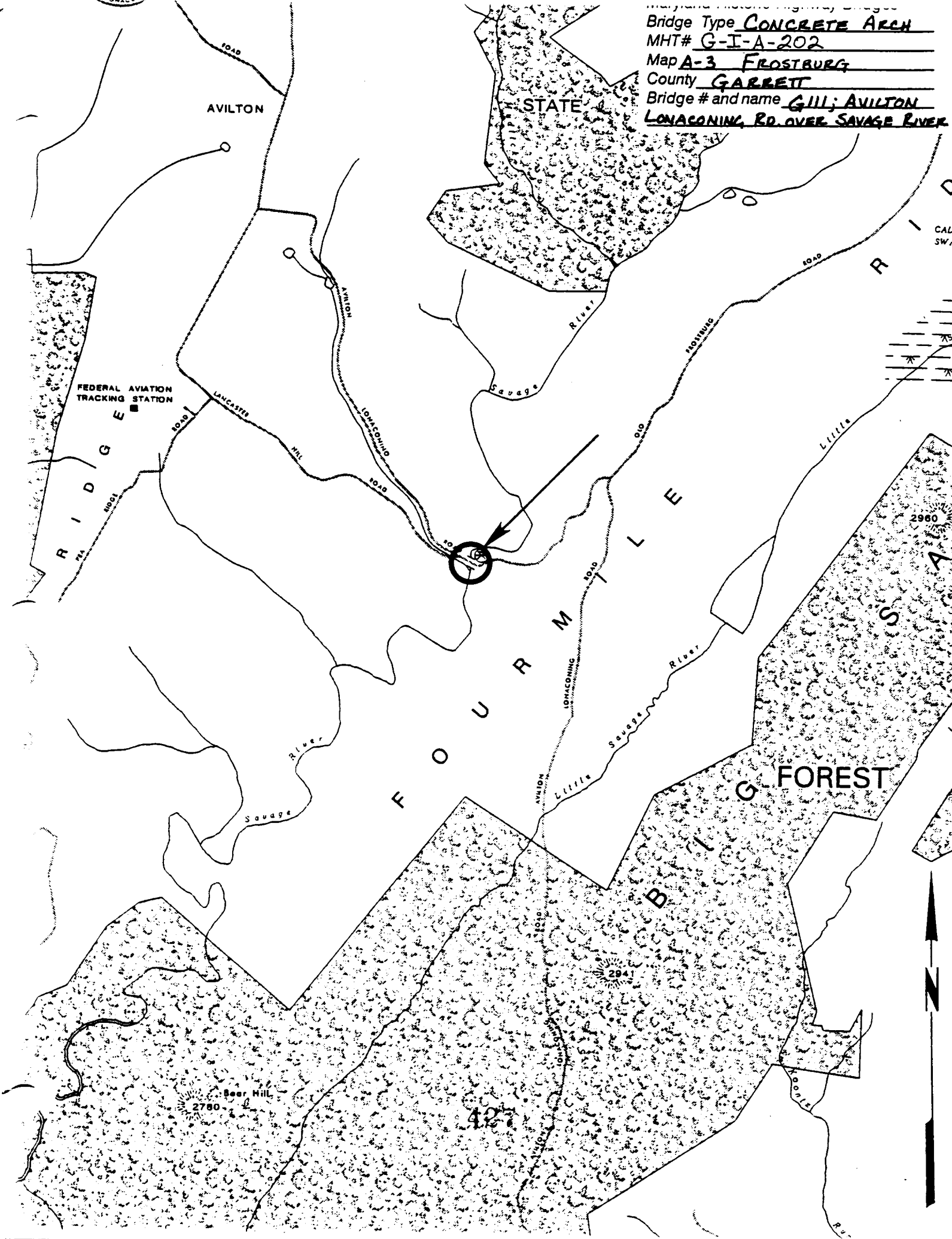
Name: Stacie Y. Webb **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1996

Bridge Type CONCRETE ARCH
MHT# G-I-A-202
Map A-3 FROSTBURG
County GARRETT
Bridge # and name Gill; AVILTON
LONACONING RD. OVER SAVAGE RIVER





BPT ZOG 1110

G-IA202

OVER SAVAGE RIVER

GARRET CO. MO

7 AVE 11115

112615

SPA

EAST APPROACH

10E 5



A black and white photograph showing a narrow, paved road leading towards a bridge. The road is flanked by steep, rocky hillsides covered in dense vegetation. On the right side of the road, a white rectangular sign with black text reads "WEIGHT 10 TONS". The bridge in the distance has a low clearance. The scene is brightly lit, creating high contrast between the dark foliage and the light-colored road and sign.

WEIGHT
10
TONS

BR# 2061110

G-I-A-202

OVER SAVAGE RIVER

GARRETT CO. MD.

DAVE KING

1/26/95

SHA

WEST APPROACH

2d/5

*Built for the Commissioners
of*

GARRETT CO.

1889.

*By the Luton Bridge Co.
York, Pa.*

ERA 2061110

G-I-A-202

OVER SAVAGE RIVER

GARRET CO, MD

DAVE KIMBLE

1/26/95

SHA

PLAQUE ON NORTH PARAPET

3065



G-I-A-202

BR# 2061

OVER SAVAGE RIVER

GARRET CO. IN

DAVENPORT

1913

SH

NORTH ELEVATION (UPSTREAM)

1913



274 2061110
OVER SAVAGE RIVER
GARRETT CO MD

G-I-A-202

PAUL H. H. H.

12/1/43

35 A

SOUTH ELEVATION (DOWNSTREAM)

35 A